



U. S. Department
of Transportation

**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota
Ohio, South Dakota, and
Wisconsin

2300 E Devon Avenue
Des Plaines, Illinois 60018

May 21, 2003

Mr. Chris Arman
Deputy Commissioner
O'Hare Modernization Program
Department of Aviation
Post Office Box 66142
Chicago, Illinois 60666

Dear Mr. Arman:

O'Hare International Airport (ORD)
Airspace Case No. 2003-AGL-0848-NRA
Review of Draft Airport Layout Plan

We have completed a comprehensive review of the draft Airport Layout Plan (ALP) submitted to the Federal Aviation Administration (FAA) by the City of Chicago on December 23, 2002, including the ALP-related documentation submitted to FAA by the City on February 7 and March 6, 2003. As part of our standard review process, the information provided by the City was distributed to 14 headquarters, regional, and field offices within FAA, and also to the Transportation Security Administration (TSA) office responsible for O'Hare. Each of these offices contributed to this comprehensive ALP review, focusing on compliance with Federal regulations and FAA Advisory Circulars, Orders, and Program Policy Guidance.

Our review of the ALP resulted in technical comments that are typical for a review of proposed development of the magnitude of the O'Hare proposal. The comments, which are included as an attachment to this letter, are a compilation of input from all involved FAA and TSA offices, with the exception of FAA's Great Lakes Region Air Traffic Division. FAA's supplemental Air Traffic comments will be provided to you separately in the near future, upon our completion of all technical analysis necessary to fully assemble those comments.

We do wish to highlight at this time that the supplemental comments referenced in the above paragraph will include FAA's request for the City to consider and fully evaluate the option of adding to the ALP a Runway 12-30, positioned on the south end of the airfield, to facilitate balanced inbound/outbound traffic flows under specific airfield conditions. As you are aware,

this proposal has already been discussed with representatives of your office, and it was also addressed formally via a May 2, 2003 letter from FAA that requested the City to undertake proof of concept modeling for the Runway 12-30 option.

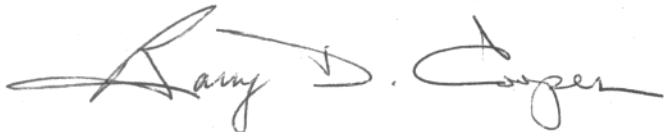
Concerning the attached comments, the information provided is organized as follows:

- General Safety and Security Comments
 - Technical Comments
 - Frequency Analysis
 - Communication
 - Aircraft Rescue and Firefighting
 - Ground Vehicle/Service Roads
 - Complex Intersections
 - Wildlife
 - Transportation Security Administration
- Phasing Comments
- Individual Sheet Comments
- Project Definition

We are available to meet with representatives of your office to discuss the items in the attached document and to provide any technical assistance necessary to facilitate the City's further refinement of the ALP. As you are aware, approval of the ALP by FAA cannot occur until all technical issues contained in our ALP comments are resolved and a favorable Environmental Impact Statement Record of Decision is issued by FAA.

If you have any questions or wish to further discuss the attached comments, please contact my office at (847) 294-7812.

Sincerely,

A handwritten signature in black ink, appearing to read "Barry D. Cooper". The signature is fluid and cursive, with a large initial "B" and "C".

Barry D. Cooper
Manager, Chicago Area Modernization Program Office

Attachment